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Before the  
FEDERAL COMMUNICATIONS COMMISSION  
Washington, D.C. 20554

FEDERAL COMMUNICATIONS COMMISSION  
OFFICE OF THE SECRETARY

In the Matter of

Replacement of Part 90 by Part 88 to  
Revise the Private Land Mobile Radio  
Services and Modify the Policies  
Governing Them

PR Docket No. 92-235

**COMMENTS OF THE SOUTHERN CALIFORNIA RAPID  
TRANSIT DISTRICT/LOS ANGELES COUNTY  
METROPOLITAN TRANSIT AUTHORITY**

The Southern California Rapid Transit District ("SCRTD")/Los Angeles County Metropolitan Transit Authority ("MTA") has reviewed the Notice of Proposed Rule-Making, PR Docket 92-235, regarding the replacement of existing Part 90 by new Part 88 of the Private Land Mobile Radio Service Rules. The proposed rules, if implemented, would radically alter both new and existing radio systems. The changes would have dramatic cost and system design impact on existing users, including SCRTD/MTA. The SCRTD/MTA is concerned that the proposed rule changes are being rushed into place without due consideration of both the technical and cost ramifications for existing users. The SCRTD/MTA concerns and recommendations are as follows:

**I. BACKGROUND**

The SCRTD/MTA is the public transit agency responsible for bus and rail transportation in the greater Los Angeles geographic area. The SCRTD/MTA has a bus fleet of 2,500 buses and is presently operating and constructing a large rail system to serve

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the area. The 21-mile Long Beach to Los Angeles Light Rail and the initial 4.4 miles of the Red Line subway are operational. Additionally, several commuter train routes to reduce freeway congestion were recently placed into service. The size and geography of the Los Angeles area calls for large and complex radio communication systems to meet the growing communication infrastructure requirements needed to support the proliferation of multi-modal transit systems in Los Angeles.

## II. GENERAL COMMENT

The SCRTD/MTA has a large capital investment consisting of multiple site, voice, and data radio systems to serve the existing bus and rail transportation systems, as well as their planned growth, in the Los Angeles Area. Additionally, the SCRTD/MTA entered into a 25-year lease to obtain necessary frequencies to support the present bus and rail systems. The proposed FCC Part 88 rule changes would cause us to replace much of our existing radio systems prematurely and not allow sufficient time to amortize our radio systems investments, which are in excess of \$50 million. It should be noted that the majority of these radio systems were federally funded. The present economic climate precludes obtaining the funding which would be required to redesign the existing SCRTD/MTA radio communication systems.

### III. SPECIFIC COMMENTS

The following are the SCRTD/MTA comments on specific FCC proposed rulemaking provisions caused by replacing the existing Part 90 with new Part 88:

1. Reduce Power/Antenna Height - The proposed reduction in power and antenna height will render present SCRTD/MTA radio systems unusable. Complete system redesign, funding and sufficient time would be required to accomplish these tasks.

3. Provide automatic grandfathering and exclusive use for large users with multi-site (4 or more), large mobile population (1,500 plus) and large geographic coverage areas. Large users should be automatically grandfathered with existing exclusive use and those channels should remain 25 KHz for at least ten (10) years or some other negotiable amortization period.
4. Existing radio services should remain as is without the proposed consolidation. The network of "frequency coordinators" has served the interest of the users and the FCC very well in the past.

#### V. CONCLUSION

The SCRTD/MTA is extremely concerned regarding the technical and economic impact to public agencies as a result of the proposed FCC rule change (Part 90 to Part 88). Consequently, SCRTD/MTA respectfully requests that if the Commission proceeds with the proposed changes, the recommendations made herein also be adopted.

Respectfully submitted,

SOUTHERN CALIFORNIA RAPID  
TRANSIT DISTRICT/LOS ANGELES  
METROPOLITAN TRANSIT AUTHORITY

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**CERTIFICATE OF SERVICE**

I, Dean R. Brenner, do hereby certify that a true and correct copy of the foregoing "COMMENTS OF THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT" was delivered by hand, on this 24th day of February, 1993, to the following:

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